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WASHINGTON, THURSDAY, MAY 4, 1837.

[WHOLE No. 122.]

INTERNAL IMPROVEMENT.

[CONDENSED FROM THE ORIGINAL REPORT.]

STATEMENT

Showing what improvements of harbors, rivers, and other objects, have been commenced by the United States, so far as they have been committed to the Engineer department; and what sums of money have been appropriated.

No. 1, commenced 1826. Building a pier at Steele's ledge, in the harbor of Belfast, Maine. Appropriated, \$5,800. Completed.

No. 2, 1827. Removing obstructions in the Kennebec river at Lovejoy's narrows, Maine, 15,100. Completed.

No. 3. Breakwater at Sanford ledge, in Portland harbor, 10,000. Not commenced.

No. 4, 1824. Erecting piers, and removing obstructions at and near the harbor of Saco, Maine, 12,000. Completed.

No. 5, 1829. Repairing pier at the entrance of Kennebec river, Maine, 8,475. Completed.

No. 6, 1834. Construction of a new stone pier at Kennebec river, Maine, 17,200. In progress.

No. 7, 1828. Removing obstructions in the Berwick branch of the Piscataqua river, Maine, 8,250. Completed.

1836. Removing obstructions in the Cocheco branch of the Piscataqua river, Maine, 5,000. In progress.

No. 8, 1829. Deepening the channel over the bar at the mouth of Merrimack river, Maine, 60,366. Completed.

No. 9, 1836. Breakwater at Sandy bay, Mass., 10,000. In progress.

No. 10, 1836. Preservation of Rainsford island, Mass., 15,000. In progress.

No. 11, 1828. Preservation of Deer island, Mass., 159,390. Completed.

No. 12. Preservation of the point of land leading to the fort and light-house at the Gurnet, in Duxbury, Mass., 5,000. Not commenced.

No. 13, 1824. Preservation of Plymouth beach, Mass., 49,866. In progress.

No. 14, 1826. Preservation of the harbor of Provincetown, Mass., 23,350. In progress.

No. 15. Improving the harbor at the mouth of Bass river, Mass., 10,000. Not commenced.

No. 16, 1827. Breakwater at Hyannis harbor, Mass. 57,167. In progress.

No. 17, 1829. Extending the pier at Edgartown, Mass., 3,725. Completed.

No. 18. Removing wreck in the harbor of New Bedford, Mass., 10,000. Not commenced.

No. 19, 1829. Improving the harbor of Nantucket, Mass., 44,265.

No. 20, 1836. Breakwater at the town of Little Compton, Church's Cove harbor, R. I., 10,000. Not commenced.

No. 21, 1828. Erecting a pier and beacon thereon at Allen's rock, in Warren river, R. I., 4,000. Completed.

No. 22. Removal of a light-house on Goat Island, R. I., 54,700. Not commenced.

No. 23, 1829. Erecting piers at Stonington harbor, Conn., 36,753. Completed.

No. 24. Deepening the channel of Thames river, Conn., 10,000. In progress.

No. 25. Improving the harbor of Saybrook, by removing the bar at the mouth of Connecticut river, Conn., 20,000. Not commenced.

No. 26. Deepening the channel of Bridgeport harbor, Conn., 10,000. In progress.

No. 27. Sea-wall for the preservation of Fairweather island, Conn., 10,000. In progress.

No. 28, 1827. Removing obstructions at Saugatuck harbor, Conn., 1,500. Completed.

No. 29, 1836. Improving the harbor of Westport, Conn., 3,000. In progress.

No. 30. Securing the beach at Cedar point, Conn., 1,000. In progress.

No. 31, 1829. Improving the harbor of Mill river, Conn., 10,587. Completed.

No. 32, 1836. Securing public works at Southport, Conn., 1,500. In progress.

No. 33. Improving the harbor of Dunkirk, N. Y. Beacon light at Dunkirk harbor, 62,743. In progress.

No. 34, 1826. Improving the harbor of Buffalo, N. Y. Beacon-light at Buffalo harbor, 154,606. In progress.

No. 35, 1829. Improving the harbor of Black Rock, N. York, 52,098. In progress.

No. 36. Improving Oak Orchard creek, N. York, 5,000. In progress.

No. 37, 1829. Improving the entrance into Genesee river, N. Y. Beacon-light at Genesee river, 117,270. In progress.

No. 38, 1829. Improving the entrance into Big Sodus bay. Beacon-light at Big Sodus bay, 120,495. In progress.

No. 39, 1827. Improving the harbor of Oswego, N. Y. Beacon light at Oswego, 161,171. In progress.

No. 40, 1827. Improving the harbor of Sacket's harbor, N. Y., 6,000.

No. 41. Building an ice-breaker on Staten island, N. Y., 19,500. Not commenced.

No. 42, 1835. Improving Hudson river, N. York, 170,000. In progress.

No. 43. Improving the harbor of New Brunswick, N. J., 7,000. Not commenced.

No. 44. Improving Little Egg Harbor, New Jersey, 5,000. Not commenced.

No. 45. Improving the harbor of Presque isle, Penn. Beacon-light at the harbor of Presque isle, 100,550. In progress.

No. 46. Removing bar in Delaware river, near Fort Mifflin, Penn., 15,000. Not commenced.

No. 47, 1826. Improving the harbors of Chester, Newcastle, Marcus Hook, Port Penn, and Fort Mifflin, Penn. and Del., 102,692. In progress.

No. 48, 1836. Improving the harbor of Wilmington, by removing the bar at the mouth of Christiana river, Del., 15,000. In progress.

No. 49, 1828. Delaware Breakwater, Del. Bay, 1,630,000. In progress.

No. 50. Cumberland road, East of the Ohio river, Md., Penn. and Va., 1,728,714.

No. 51, 1827. Repairing Cumberland road upon plan of original construction, 145,950.

No. 52. Completing Cumberland road, and rendering permanent, prior to turning over to the States of Md Penn. and Va., 921,186. In progress.

No. 53, 1836. Deepening the harbor of Baltimore, Md., 20,000. In progress.

No. 54. Improving debouches of the Dismal Swamp Canal, Va., 15,000. In progress.

No. 55, 1828. Ocracoke inlet, N. C., 120,700. In progress.

No. 56, 1836. Improving Pamlico river, below the town of Washington, N. C., 5,000. In progress.

No. 57. Improving the harbor of Beaufort, N. C. 5,000. Not commenced.

No. 58. Removing obstructions at the mouth of New river, N. C., 5,000. Not commenced.

No. 59, 1829. Improving Cape Fear river, N. C., 172,627. In progress.

No. 60, 1826. Improving the navigation of Savannah river, Ga., 125,043. In progress.

No. 61. Removing bar at Brunswick harbor, Ga., 10,000. Not commenced.

No. 62, 1828. Improving the inland passage between St. Mary's, Georgia, and St. John's, Flor. by deepening channel, 44,000. In progress.

No. 63, 1829. Improving the navigation of the river and harbor of St. Mark's, Fl., 34,530. Completed.

No. 64, 1833. Improving the Ochlochony river, Florida, 5,000. Completed.

No. 65, 1828. Removing obstructions in the Appalachicola river, Florida, 13,000. Completed.

No. 66, 1833. Improving the harbor and river of Appalachicola, Florida, 8,700. Completed.

No. 67. Removing mud-shoal, called "Bulk head," in the east pass of Appalachicola, Florida, 10,000. Not commenced.

No. 68, 1833. Improving the Escambia river, Fl., 5,000.

No. 69, 1827. Improving the harbor of Mobile, Ala., 57,997. In progress.

No. 70, 1828. Deepening the channel through the Pass au Heron, Ala., 18,000.

No. 71, 1833. Road from Line creek to the Chattahoochee river, Ala., 20,000. Completed.

No. 72, 1827. Improving the Pascagoula river, Mississippi, 25,500. In progress.

No. 73. Increasing the depth of water at the mouth of the Mississippi river, La., 75,000. Not commenced.

No. 74, 1828. Improving the navigation of Red river, La., 185,800. In progress.

No. 75, 1836. Building a steamboat to prevent a re-accumulation of the "Great raft" in Red river, and working the same for one year, 30,000. In progress.

No. 76, 1832. Improving the navigation of the Arkansas river, Arkansas Ter., 55,000. In progress.

No. 77, 1833. Road from opposite Memphis, on the Mississippi, to the St. Francis river, Ark. Ter., 206,000. In progress.

No. 78, 1832. Improving the navigation of Cumberland river, Ken. and Tenn., 80,000. In progress.

No. 79. Building a pier to give direction to the current of the Mississippi river, near St. Louis, 15,000. Not commenced.

No. 80, 1836. Improving the Mississippi river above the mouth of the Ohio river, and the Missouri river, 40,000. In progress.

No. 81, 1829. Cumberland road, Ia., 835,000. In progress.

No. 82, 1830. Cumberland road, Il., 496,000. In progress.

No. 83, 1833. Improving the harbor of Chicago, Il., 122,601. In progress.

No. 84, 1824. Improving the Ohio and Mississippi rivers, Ohio, &c., 455,000. In progress.

No. 85, 1832. Ohio, Missouri, and Mississippi rivers, 260,000. In progress.

No. 86, 1835. Improving the Ohio river above the falls of the Ohio, 70,000. In progress.

No. 87, 1826. Improving the navigation of Huron river, Ohio; beacon-light, 35,808. In progress.

No. 88, 1828. Improving the navigation of Black river, Ohio; beacon-light, 54,394. In progress.

No. 89, 1827. Improving the harbor of Cleveland, Ohio; beacon-light, 65,057. In progress.

No. 90, 1825. Removing obstructions at the mouth of Grand river, Ohio; beacon-light, 48,054. In progress.

No. 91, 1826. Removing obstructions at the mouth of Ashtabula creek, Ohio; beacon-light, 50,149. In progress.

No. 92, 1829. Improving navigation of Conneaut creek, Ohio; beacon-light, 32,305. In progress.

No. 93, 1826. Improving navigation of Cunningham creek, Ohio; beacon-light, 12,006. In progress.

No. 94, 1825. Cumberland road, Ohio, 1,739,309. In progress.

No. 95, 1833. Northern boundary of the State of Ohio, 27,225.

No. 96, 1827. Constructing pier at La Plaisance bay, Mich., 19,603. Completed.

No. 97, 1835. Construction of a new entrance into the harbor at or near the mouth of the river Raisin, Mich., 45,000. In progress.

No. 98, 1829. Road from Detroit to Fort Gratiot, Mich., 48,000. Completed.

No. 99, 1832. Road from Detroit to Grand river, Mich., 53,500. In progress.

No. 100, 1827. Road from Detroit to Chicago, Mich., 87,000. In progress.

No. 101, 1829. Road from Detroit to Saginaw bay, Mich., 60,000. In progress.

No. 102, 1834. Road from Sheldon's, on the Chicago road, to St. Joseph's river, 20,000. In progress.

No. 103, 1834. Road from Niles to the mouth of the St. Joseph's river, 10,000. In progress.

No. 104, 1834. Road from Clinton to the rapids of Grand river, 8,000. In progress.

No. 105, 1832. Road from La Plaisance bay to the Chicago road, 40,608. In progress.

No. 106, 1834. Road from Port Lawrence to Adrian, 10,000. In progress.

No. 107, 1834. Road from Vistula (now Toledo) to the Indiana State line, 10,000. In progress.

TOPOGRAPHICAL BUREAU,

Washington, January 21, 1837.

SIR: A resolution of the Senate, passed on the 4th day of last July, requires "that the Secretary of War cause to be collected and arranged in chronological order, all reports of surveys made for such objects, which have been printed, and all such as have not been printed, together with the maps and drawings, with an index or indexes of reference, that they may be laid before the Senate at its next session."

The objects, as expressed in a preceding part of the resolution, are the surveys and drawings of all harbors, rivers, roads, and canals, which have been made by the United States since the law of 30th April, 1824, under which the system of surveys for objects of internal improvement may be said to have originated.

The resolution being referred to this office, I have the honor to report in part, that, after the most diligent investigation, it was found that the printed reports of these surveys were existing only in the Government or Congress documents; or, in other words, were out of print, and a collection of them could not therefore be obtained.

There remained then but one remedy—to prepare the whole in manuscript, from the originals in this office. But, as this subject was investigated, it was soon ascertained that the duty was entirely beyond the ability of this office, and there was no authority or means to employ or pay for the necessary extra labor.

Some idea may be formed of the quantity of labor, from the facts that the imperfect bound collection of printed reports in this office already amounts to twelve octavo volumes, and that there are unbound printed materials for about four more.

In order to furnish a partial remedy for the disappointment which this report may occasion, I have the honor of submitting a list of all the reports on surveys which have been printed, and which have not been printed, referring to the volume of public documents in which those that have been printed are to be found.

This list is the result of a careful examination of the two libraries of the Senate and of the House of Representatives.

It also exhibits the number of sheets of drawings belonging to each report.

If the honourable Senate were to direct that all of these reports should be collected and printed in one continued series of volumes, with the necessary drawings reduced, or otherwise, to illustrate the same, it

would constitute a publication of infinite value, as well to the engineers as to the general statistics and geography of the country.

Very respectfully, sir,

Your obedient servant,

JOHN J. ABERT,

Lieut. Col. Top. Eng.

Hon. B. F. BUTLER,

Secretary of War ad interim.

LIST of all the Reports on Surveys which have been printed and which have not been printed.

1824. Survey for the defence of the Patuxent river, Major Abert.

Survey for the military defences at the mouth of Cape Fear river, Major Kearney.

Survey of Presque isle bay, Pennsylvania, Capt Maurice.

1825, Feb. 3. Examination of a route for a canal to unite the Chesapeake and Ohio, through the valley of the Potomac, on the eastern, and that of the Youghiogony on the western side of the Alleghany mountain. Surveys by Major Abert, Captain McNeill, James Schriver, and Dr Howard; Board of Internal Improvement.

Feb. 3. Examination of a route for a canal to unite the Ohio with Lake Erie, through the valley of Big Beaver creek on the south side, and several directions across the country which slopes to the lake on the other. Survey by Dr Howard; Board of Internal Improvement.

Feb. 3. Examination of a route for a canal to unite the Ohio and Schuylkill, through the valleys of the Alleghany river, Kiskiminetas, Great and Little Conemaugh rivers on the western side, and Juniata and Susquehanna on the eastern, to a point below Harrisburg, and thence to Philadelphia, through Lancaster county; Board of Internal Improvement.

Feb. 3. Examination of a route for a canal to unite the Delaware and Raritan, through the valleys of Crosswick's creek and across the Assumpscic, on the western side, and the valley of Laurence's brook on the eastern; Board of Internal Improvement.

Feb. 3. Examination of a route for a canal through the isthmus of Cape Cod, from Hyannis harbor to Barnstable harbor; Board of Internal Improvement.

Feb. 3. Examination of a route for a canal to unite Buzzard's bay and Barnstable bay, by Monument river and Sasset river; Board of Internal Improvement.

Feb. 3. Examination of a route for a canal to unite Narragansett bay and Boston Harbor, from Taunton river to Weymouth landing; Board of Internal Improvement.

Feb. 15. Survey of the route of canals intended to connect Buzzard and Barnstable bays; Major Perault.

Dec. 1. Experimental survey of a canal route from Lake Champlain to Lake Memphremagog, by the Black river and Lamouille; De Witt Clinton.

Dec. 1. Experimental survey for a canal route from Lake Champlain to Lake Memphremagog, by the Pasumpscic and Barton rivers; De Witt Clinton.

Dec. 1. Survey of a canal route from the Connecticut river, by the Nullegan and Clyde rivers, to Memphremagog; De Witt Clinton.

Dec. 1. Survey of Connecticut river from Burnett, in Vermont, to Lake Connecticut; De Witt Clinton.

Dec. 13. Survey and location of a road from Detroit to Chicago; Durocher, Baldwin, and McClosky, commissioners.

Survey of the harbor of Erie, Pennsylvania, and plan of works commenced; Capt Maurice.

1826. Survey of the harbor of Charleston, South Carolina, and adjacent coast and country; Captain Bache.

Survey of Osabaw sound, Georgia; Capt Le Conte.

Jan. Survey of a route for a canal from the mouth of the Mahoning river, through Champton swamp, to Lake Erie; Capt McNeill.

Feb. Reconnoissance of a route for a canal from the Mahoning to the Cuyahoga river, Ohio; Captain McNeill.

March 30. Examination of the country between Juniata and the Potomac, with a view of ascertaining the practicability of uniting the former with the Chesapeake and Ohio Canal; James Schriver.

April 8. Report upon the reconnoissance of three routes of a contemplated national road from Washington to New Orleans; Board of Internal Improvement.

April 19. Survey of a proposed feeder from Deep creek summit level to that of Castleman's river; Capt McNeill.

April 19. Survey of a line of canal from the mouth of Bowman's river to Cumberland; Capt McNeill.

April 24. Survey of the harbor of Marblehead, Mass.; Col Totten.

April 24. Survey of the harbor of Holmes's Hole, Mass.; Col Totten.

May. Estimate of the cost of each route of a contemplated national road from Washington to New Orleans; Board of Internal Improvement.

June 25. Reconnoissance of the country between Cumberland and the District of Columbia, with the view of selecting the most eligible location for the continuation of the national road from Cumberland, or its vicinity, to tide-water in the District of Columbia; Capt McNeill.

Survey of the Piscataqua river, at Berwick, Maine; Lt Col Anderson.

Hydrographic and land survey, with a view to the construction of an artificial harbor near Great point, in the island of Nantucket; Lt Col Anderson.

Aug. 2. Survey of the Dismal Swamp canal, and estimate for completing; Col Gratiot.

Oct. 4. Survey of Chester harbor, and plan for its improvement; Lieut Talcott.

Oct. 23. Surveys and examinations to determine the route to be recommended for the Chesapeake and Ohio Canal, and to obtain data necessary to form a general plan of the work, and a preparatory estimate of the expense. Surveys by Lieut Col J J Abert, Major McNeill, and James Schriver; Board of Internal Improvement.

Nov 15. Survey of the bay and harbor of Mobile; Capt Chase.

Okoa and Commissary canal line, experimental survey; Lieut Vail.

Survey of Newcastle harbor, and plan for its improvement; Lieut Talcott.

1827, Jan. 11. Survey of the pass of Lovejoy's narrows, in the Kennebec river, Maine; Lieut Col Abert.

Jan. 15. Survey of the bay of La Plaisance and of part of Lake Erie; Major Kearney.

Feb. 15. Survey and estimate for erecting a beacon on a certain ledge of rocks near the mouth of the harbor of Black Rock, State of Connecticut; Bvt Lt Col Anderson.

Feb. 15. Survey and estimate of Church's Cove harbor; Bvt Lt Col Anderson.

Feb. 15. Survey of the shoal and point at the north end of Great island, in the harbor of Newport; Bvt Lt Col Anderson.

Feb. 15. Survey of the river and harbor of Warren; Bvt Lt Col Anderson.

Feb. 14. Survey and examination of several routes for a national road from the city of Washington to Buffalo; Lt Col Long.

Feb. 14. Survey of the mouth of the Merrimack river; Lt Col Anderson.

Feb. 14. Survey of the flat on the northwest side of the harbor of Edgartown; Lt Col Anderson.

Feb. 14. Survey of the harbor of Hyannis, in the Vineyard sound; Lt Col Anderson.

Feb. 14. Survey of the harbor of Newburyport; Lt Col Anderson.

Feb. 17. Examination of the country between Baltimore and Philadelphia, to ascertain the compa-

rative merit for a railroad between those cities; Capt Poussin.

Feb. 27. Survey of the river and harbor of Saugatuck; Lt Col Anderson.

March 1. Survey of a route for a canal from Lake Ponchartrain to the Mississippi; Board of Internal Improvement.

March 1. Survey, plan, and estimate for a canal to connect the Mississippi with Lake Ponchartrain; Board of Internal Improvement.

Project for an artificial harbor near Great Point, in the island of Nantucket; Lt Col Totten.

May 23. Survey of Sandusky bay, Ohio; Lt Cam. Graham.

June 9. Survey of a road from Detroit to Saginaw river and bay; Commissioners.

June 25. Survey of the country from the Potomac to Baltimore with a view to connect the Chesapeake and Ohio Canal with the harbor of Baltimore; Dr Wm Howard.

Oct. 27. Survey of a road from Fort Osage to Santa Fe; J C Brown.

Dec. 1. Survey of the harbor of Stonington; Lt Prescott.

Dec. 1. Survey and estimate for the erection of a sea-wall for the protection of the harbor of Stonington, Connecticut; Lt Prescott.

Dec. 10. Survey of Cape Fear river, below the town of Wilmington, to ascertain the practicability of deepening the channel; Capt Bache.

Dec. 20. Survey of the Swash, in Pamlico sound, near Ocracoke inlet, North Carolina; Capt Bache.

Survey with a view of overcoming the obstructions presented by the falls of the Ohio, by a canal on the Indiana side of the river; Asa Moore.

Survey to ascertain the practicability of uniting by canals the rivers St. Mary's, St. Joseph's, and the Wabash, with the Ohio river through the valley of White Water; Asa Moore.

Survey of the Erie and Wabash canal route; Asa Moore.

Plan of additions and improvements for the harbor of Newcastle, Delaware; Major Babcock.

Survey of Cape Fear river below Wilmington, showing the obstructions to the navigation; Captain Bache.

Survey of the Washington Canal; Dr Howard.

Survey of the Georgetown and Alexandria canal route; Capt Bache.

Examination of a route for a canal leading from North Carolina to Norfolk, and from Elizabethtown to Lynnhaven river; Major Kearney.

Survey of United States road from Detroit to Fort Gratiot; H Parke.

Survey of the mouth of the Pascagoula river; Capt Chase.

Survey of Cox's head, for the defence of Kennebec river; Lt Col Abert.

1828, Jan 26. Reconnoissance of a fourth route of a national road from Washington to New Orleans, through West Tennessee, North Alabama, and the States of Mississippi and Louisiana; Board of Internal Improvement.

Jan. 26. Survey of Skowhegan falls, Kennebec river, Maine; Lt Col Abert.

Jan. 26. Survey of the Ticonic falls; Lt Col Abert.

Feb. 9. Survey of the harbor of Little Compton, Bvt Lt Col Anderson.

Feb. 9. Survey of Goat island; Bvt Lt Col Anderson.

Feb. 9. Report on the Harbor of Newport; Bvt Lt Col Anderson.

Feb. 26. Survey of the harbor of Baltimore; Lt Col Long.

March 17. Examination of a route for a national road from Zanesville, State of Ohio, to Florence, in the State of Alabama; Lt Col Long.

March 24. Survey to ascertain the practicability and means of connecting the waters of the great Ken-

hawa with those of the James or Roanoke rivers, by canals or rail-roads, or both, and also the connection of the Roanoke and James; Capt McNeill.

May 14. Examination of the Muscle shoals and Cobbett's shoals, in Tennessee river, with a view to the practicability of removing the obstructions thereof, or of the construction of a canal around the same; Board of Internal Improvement.

Sept. 11. Survey of the river and harbor of St. Mark's, to ascertain the practicability and expense of removing obstructions to its navigation; D B Maccomb.

Nov. Reconnoissance of a route for a road from the city of Washington to the northwest frontier of the State of New York; Dr Howard.

Dec. 6. Examination and preparatory survey of the country between the Hiwassee and the head branches of the Coosa, to ascertain the practicability of a canal to connect the river Tennessee with the the river Alabama; Board of Internal Improvement.

Dec. 15. Examination and estimate, with a view to the improvement of the navigation immediately within Ocracoke inlet; Lt Eliason.

Dec. 24. Survey of the several routes for connecting the Cumberland road from Cumberland to Washington city; And. Alexander.

Survey and soundings of the Kennebec river from its mouth to Bath; Lt Col Abert.

Survey and level of the Kennebec river from Bath, to Augusta, Maine; Lt Col Abert.

Survey and level of the Kennebec river from Augusta to Skowhegan; Lt Col Abert.

Examination and level of the Androscoggin river; Lt Col Abert.

Survey of the three different routes for the Brunswick canal; Lt Col Abert.

Survey of the Cobbisseconte canal; Lt Col Abert.

Survey of the Ammonoosuck canal route; Lt Col Abert.

Survey of the Oliverian canal route to the Winnepisseogee; Lt Col Abert.

Survey of the Sunape canal route; Lt Col Abert.

Survey of the Winnepisseogee canal route; Lt Col Abert.

Survey of the Passumpsic canal route; Lt Col Abert.

Survey of the Montpelier canal route; Lt Col Abert.

Survey of the Rutland canal route; Lt Col Abert.

Survey of the Lamaille canal route; Lt Col Abert.

Survey and estimate of a route for a canal from Georgetown to Alexandria; James Geddes.

Inspection of the line and revision of the estimate of the Chesapeake and Ohio canal; Geddes and Roberts.

Survey of the country between the navigable waters of the Tennessee and Altamaha rivers, with a view to the location of a railroad or navigable canal to connect the two rivers; W Jerome.

Survey of the harbor of Mill river, Conn.; Lt Col A derson.

Survey of the harbor of Buffalo, N. Y.; Captain Maurice.

Survey of the harbor of Black Rock, N. Y.; Capt Maurice.

Survey of the Patuxent river in part, showing the relative positions of points of defence; Maj Perrault.

Survey of the mouth of the Mississippi and soundings; Lt Bowman.

1829, Jan. 13. Survey of the harbor of Nantucket, Mass.; Lt Prescott.

Jan. 14. Survey and estimate of a railroad from Hudson, N. Y., to Pittsfield, Mass.; Lt Col Perrault.

Jan. 22. Survey of Big Sodus bay; Capt Maurice.

Jan. 22. Survey of Oswego harbor; Capt Maurice.

Jan. 22. Survey of Little Sodus bay; Capt Maurice.

Jan. 22. Survey of Pultneyville bay, do.

Jan. 22. Survey of Genesee river, N. Y. Capt. Maurice.

Jan. 22. Survey of the South shore of Lake Ontario between Genesee and Oswego rivers, with a view

to the improvement of the most accessible and commodious harbor on the frontier, Capt. Maurice.

Jan. 22. Survey of the mouth of Big Sandy creek, N. Y., Capt. Maurice.

Jan. 27. Examination and survey of a route for a canal from the Connecticut river to Lake Memphremagog; and a survey from the same river to Lake Champlain, Lt. Col. J. J. Abert.

Feb. 2. Survey of the harbor of Portland, N. Y., Capt. Maurice.

Feb. 2. Completion of the survey of the Erie and Wabash canal, H Stansbury.

Feb. 12. Survey of Roanoke inlet and sound, with a view of ascertaining the practicability of making a permanent ship channel between Albemarle sound and the Atlantic ocean at Roanoke inlet, Capt Bache.

Feb. 19. Surveys to ascertain the practicability of connecting the Atlantic Ocean with the Gulf of Mexico by a canal across the peninsula of Florida. Surveys by Lieutenant colonel Perrault, Board of Internal Improvement.

May 11. Survey of the water-track between Lake Ponchartrain and Mobile Bay, Capt Chase.

July 6. Survey of the passes of the Mississippi river, with a view to improvements in the navigation, building light-houses and buoys, Capt. Delafield.

July 11. Examination of Cape Fear river, below the town of Wilmington, N. C., Capt. Blaney.

July 12. Reconnaissance and survey of the Des Moines and Rock river rapids, with a view to overcome the obstacles to their navigation, Lieut Buford.

Aug. 22. Survey of the bar at the mouth of the Teche river, La. Lieut Bowman.

1829, Aug. 27. Survey of the Charleston and Hamburg railroad, Lieut. Howard.

Nov. 12. Survey of the Pasquotank river and Deep creek, with a view to the improvement of the navigation, Lieut Talcott.

Nov. 13. Plan and estimate of the Buzzard and Barnstable canal, Board of Internal Improvement.

Nov. 13. Survey to ascertain the practicability of uniting the waters of the St. Mary's, St. Joseph's, and Wabash rivers with the Ohio, through the valley of the White Water, Ind. H. Stansbury.

Nov. 30. Survey of the mouth of Salmon river, N. Y., D. Huginin.

Dec. 6. Survey and estimate for deepening the water over the bar at the entrance of the harbor of Pensacola, Capt Chase.

1830, Jan. 12. Survey and estimate of the improvement of the harbor of Westbrook, Connecticut, Major Bache.

Jan. 12. Surveys and reports of the waters of Narragansett bay and the harbor of Newport, Rhode Island, with a view to the establishment of a naval depot, Gen Bernard, Col. Totten, Captains Warrington and Elliott, (navy,) Capt De Russy and Major Babcock.

Jan. 15. Survey of the outlet and bay of Silver creek, Chautauque county, N. Y. Major Maurice.

Jan. 22. Examination of the routes of the Farmington and Hampden and Hampshire canals, De Witt Clinton.

Feb. 22. Survey of the Cocheco branch of the Piscataqua river, Lt Col Anderson.

Feb. 2. Examination of the routes for a road from Washington, D. C. to Fredericktown, Maryland, Lieut Dumeste.

Feb. 2. Survey of the harbor of Bass river, between Yarmouth and Dennis, Massachusetts, Lt Col Anderson.

Feb. 2. Survey of the North river between Scituate and Marshfield, Massachusetts, Lt Col Anderson.

Feb. 19. Survey of the Twenty mile creek and part of the south shore of Lake Erie, Pa., Major Maurice.

Feb. 20. Report on the improvement of the Bee-tree shoal in Tennessee river, surveyed by Col Kearney, Board of Internal Improvement.

Feb. 20. Survey and estimate for improvement of the navigation of the river Thames, Connecticut, Major Bache.

Feb. 24. Survey and estimate for the improvement of the harbor of Chicago, Lake Michigan, Illinois, Dr. Howard.

Feb. 28. Report on the projected channel near the Muscle Shoal, surveyed by Col Kearney, Board of Internal Improvement.

March 1. Survey of the ship channel of the Penobscot river from Whitehead to Bangor, Maine, Lt Col Anderson.

March 31. Survey of the Catskill and Ithaca railroad, Lt Swift.

April. Report on the improvement projected in the river Tennessee, from Brown ferry down to Waterloo; surveys by Col Kearney, Board of Internal Improvement.

April 3. Survey, plan, and estimate for improving the navigation of Back creek, Lt Col Long.

April 5. Survey, plan, and estimate to improve the entrance into the harbor of St. Augustine, East Florida, Lt Col Perrault.

April 20. Survey of Flat beach, or Tucker's island, at Little Egg harbor, New Jersey, Major Bache.

April 20. Survey of Sag harbor, New York, Major Bache.

April 20. Survey of the harbor of St. Augustine Lt Col Perrault.

May 10. Survey of Sandy bay, Massachusetts, Major Bache.

May 10. Survey of the harbor of Stanford, Connecticut, Major Bache.

May 10. Survey of the harbor of Norwalk, Major Bache.

July 31. Survey for a railroad between Cayuga lake and the Susquehanna river, Lt Swift.

Oct. 14. Report of a survey for a road from Fort-resse Monroe to Mill creek bridge, Lt Bradford.

Nov. 3. Survey of a railroad from Canojaharie, on the Erie canal, to Catskill, on the Hudson river, New York, Lt Pickell.

Nov. 29. Survey with a view to the improvement of the navigation of the Falls of the Ohio at Louisville; survey by Lt Dumeste, Board of Internal Improvement.

Dec. 18. Report on the improvement projected in the river Tennessee, from Brown's ferry to Florence ferry; survey by Col Kearney, Board of Internal Improvement.

Dec. 18. Experimental survey of the Connecticut river canal, De Witt Clinton.

1831, Feb. 5. Surveys to ascertain the practicability and expense of erecting bridges across the Ohio river in the vicinity of Louisville and Cincinnati, and the effect they might have upon the navigation of that river, Captain Smith.

Feb. 7. Survey, plan, and estimate for improving the navigation of the Wabash river, Capt J L Smith.

Feb. 28. Survey of the Connecticut river, Capt J L Smith.

March 25. Report in relation to the improvement of the Tennessee river. Survey by Lieutenant Colonel Kearney; Board of Internal Improvement.

June 9. Survey of Spindle rock, in Black rock harbor, Connecticut, Lt T S Brown.

June 13. Examination of those parts of the Chesapeake and Ohio Canal which were already completed, and under construction, from Washington city to the Point of rocks, Lt Col Abert, and Lt Col Kearney.

Sept. 5. Memoir of the country between Lake Superior and the Mississippi, Lt. Cleary.

Sept. 16. Reconnaissance and survey of a route for a national road leading from Portsmouth, in the State of Ohio, through Kentucky, Virginia, Tennessee, and North Carolina, to the southwest extremity of the Louisville mountain in the State last mentioned, Bt Lt Col Long.

Oct. Survey with a view to connect the Neuse river with Beaufort harbor by means of a ship canal, Major Bache.

Oct. 17. Survey and estimate of two routes to ascertain the practicability of uniting by a canal, the waters of Lake Michigan with the Wabash river, by the St. Joseph of the Lake, Kankakee and Tippecanoe rivers, and by the St. Joseph's and Little rivers, in the State of Indiana, H Stansbury.

Hydrographical survey of part of the Hudson river, in the State of New York, between the village of Waterford and the foot of Schodac island, with a view to the improvement of the navigation, D. W. Clinton.

1832. Jan. 18. Examination and surveys to ascertain the practicability and the nature of the communication to connect the Savannah and Tennessee rivers, Major H Bache.

Jan. 26. Reconnoissance of a route for a railroad between the Hudson river at Jersey city and the portage summit of the Ohio canal at Akron, D. Witt Clinton.

March 6. Operations and surveys in relation to the proposed canal across the peninsula of Florida to determine the quantity of water that could be obtained by infiltration for the supply of the summit pass, Lt Jno. Pickell.

May 1. Survey of the Fredericksburg and Potomac creek railroad, Geo W Hughes.

May 4. Survey of the country between the Akron summit of the Ohio State canal and the head of Big Beaver river in Pennsylvania, with a view to the location of a canal, which, following the valley of the Mahoning, should unite the Cuyahogo and Tuscarawas canal in Ohio with that proposed by the valleys of the Ohio river and Big Beaver and Chenango in Pennsylvania, Lt Col Kearney.

May 12. Survey with a view of terminating at the harbor of Erie the canal contemplated by the valleys of Conneaut and Elk creeks in Pennsylvania, Lt Col Kearney.

May 14. Examination of the country between Uniontown and Pittsburgh, in Pennsylvania, with a view to the extension of the Cumberland road towards Lake Erie, Lt Col Kearney.

May 20. Survey and examination of the Alleghany river from the city of Pittsburgh to the mouth of French creek at Franklin, with a view to a slack-water navigation, Lt Col Kearney.

May 20. Survey with a view to the selection of a route for a canal to unite Lake Michigan with the Illinois river, Dr Howard and Henry Belin.

June 20. Survey of the Delaware and Raritan rivers with a plan and estimate for their improvement, Major Bache.

July 14. Survey of the remaining portion of the West Feliciana railroad, Capt Turnbull.

July 15. Examination and surveys with a view of improving the navigation of the Holston and Tennessee rivers, Lt Col Long.

Dec. 24. Examination and estimate for completing the improvement of the harbor and river Appalachicola, Florida, Lt Col Long.

Dec. 27. Survey with a view to the construction of the bridge across the Potomac at Washington, Lt Col Kearney.

Survey of Stanford's ledge, Portland harbor, Maine, Lt Col Anderson.

Survey and examinations to determine the route and cost of construction of the Winchester and Potomac railroad, Virginia, Capt J D Graham.

Survey with a view to a change in the location of the National road between Cumberland and Frostburg, Capt Delafield.

1833, Feb. 5. Examination of the Monongahela river, with a view to the improvement of the steamboat navigation from Pittsburgh to the Cumberland road at Brownsville, Dr. Howard.

March 2. Examination and survey of the Stonington and Providence railroad, Capt McNeill.

March 9. Survey of the mouth of Chagrin river, Ohio, with a view to the construction of a harbor at its junction with Lake Erie, H Stansbury.

March 24. Survey of the Boston, Norwich, and New London railroad, Capt McNeill.

April 5. Survey of the Hudson river and Portage summit railroad, De Witt Clinton.

April 5. Examination and survey with a view to the improvement of the navigation of the Neversink river, De Witt Clinton.

Oct 14. Survey with a view to connect the bay of Mobile with that of Pensacola, together with a reconnaissance between Choctawhatchie and St. Andrew's bay, Florida, Lt W G Williams.

Dec. 1. Inspection and examination of the condition of the Chesapeake and Ohio canal, from Georgetown to Williamsport, Capt McNeill.

Dec. 9. Preliminary survey for a railroad from Williamsport, Pennsylvania, to Elmira, in the State of New York, and a map showing the connection of the Internal Improvements of New York and Pennsylvania, Major Bache.

Survey of the Taunton and Weymouth canal, Lt Col Anderson.

Survey of the Pea Patch island, Delaware river, Capt W G Williams.

Survey of part of the Savannah river, Lt John Mackay.

1834, Jan. Survey of Clinton river, Michigan Territory, with a view to the improvement of its harbor, Lt Col Anderson.

Jan. 7. Survey and estimate of the Mad river and Lake Erie railroad, Ohio, H. Stansbury.

Feb. 7. Survey of Burlington bay, Vermont, Major Bache.

Feb. 7. Survey of Port Kent, New York, Major Bache.

Feb. 7. Survey of Plattsburgh harbor, New York, Major Bache.

Feb. 20. Survey of the mouth of Vermillion river, with a view to the construction of a harbor, H. Stansbury.

April 16. Additional examinations and surveys for the improvement of the navigation of the Monongahela river between Brownsville and Pittsburgh, Dr. Wm. Howard.

April 17. Survey and estimate for the construction of a harbor at the mouth of Elk creek, on Lake Erie, Lt. Col. Kearney.

May 3. Survey, plan, and estimate of a road from a point opposite Memphis to the west bank of the St. Francis river, in Arkansas, Dr. Wm. Howard.

Oct. 7. Examination of the ground on which the Winchester and Potomac Railroad Company propose to locate their roads and depots at and near Harper's Ferry, Capt. Turnbull.

Oct. 14. Estimate of the cost of a canal to unite the Ohio canal at Akron, in the State of Ohio, with the slack water navigation of Big Beaver creek, in Pennsylvania, by the valley of the Mahoning river, being the route of the Pennsylvania and Ohio canal, Lt. Col. Kearney.

Nov. 20. Survey for a ship canal near the mouth of the river Raisin, Capt. H. Smith.

Dec. 20. Reconnoissance for a road through the northern frontier of the State of Maine, Major Bache.

Dec. 24. Inspection of the progress of the work on the aqueduct over the Potomac near Georgetown, Lt. Col. Kearney.

Survey of a road from Detroit to St. Joseph, Lt. Berrien.

Survey for a military road from the river Raisin to Detroit, Lt. Col. Anderson.

General survey of Throg's Point, with a view to the erection of fortifications, Capt. McNeill.

Survey for Fort Delaware; soundings from Finn's to Elsenburgh, Capt. Williams.

Survey of the Delaware river between Newcastle and Port Penn, Capt. Williams.

1835, Jan. 15. Report, plan, and estimates for a light-house on the Brandywine shoal, Delaware bay, Major Bache.

Jan. 19. Survey of the mouth of Trail creek, to ascertain the practicability of constructing a harbor at Michigan city, Lt. Berrien.

Jan. 22. Survey of the country between the Cape Fear and Waccamaw rivers, with a view to their connexion by a canal, Lt. Col. Kearney.

Feb. 5. Survey of the mouth of St. Joseph's river, with a view to the construction of a breakwater, Lt. Berrien.

Feb. 10. Reconnaissance for railroads from the Atlantic to the Mississippi northern and southern routes, and from the Chesapeake to the Mississippi, grand union route, Lt. Col. Long.

Feb. 12. Survey of the Cumberland river, with a view to extend its navigation from Nashville up to the Falls, or to the highest point susceptible of being made navigable for steamboats; plans and estimates, H. Stansbury.

Feb. 23. Survey of a route for a road from the Alabama line, by Marianna to Appalachicola, Major McNeill.

Feb. 23. Survey of the east pass of Appalachicola bay, Major McNeill.

July 27. Examination, review, and location of the national road between Springfield, Ohio, and Richmond, Indiana, Captain Canfield.

Sept. 5. Survey and examination of the Maumee river, Ohio, from Toledo to Maumee, Captain Smith.

Oct. 1. Plan, elevation, and section of the piers designed as ice-breakers for the harbor of Newcastle, Delaware, Captain Delafield.

Oct. 1. Map of the breach at the head of Presque Isle bay, and project for preventing its farther extension, and the formation of a navigable channel thro' it, Lt. T. S. Brown.

Nov. 22. Survey and location of a route for a road between Chicago, Illinois, and Green Bay, Michigan, Lt. Berrien.

Dec. 20. Survey of the harbor of East Thomaston, Maine, Lt. Col. Long.

Dec. 20. Reconnaissance of the country between the sea coast of Maine and river St. Lawrence, with the view of discovering the most favourable route for a rail road, leading from Portland, or some other point on the borders of Lower Canada, the best situated for a railroad from Portland or the most convenient point on the seaboard to Quebec, Lt. Col. Long.

Dec. 21. Military and hydrographic survey of the extremity of Cape Cod, including the townships of Provincetown and Truro, with their seacoast, and the harbor of Cape Cod, Maj. J. D. Graham.

Survey of the harbor of Dunkirk, and project for its improvement, Lt. T. S. Brown.

Monroe and Marshall railroad, Michigan, Lt. Berrien.

1836, January 2 Survey of the entrance of the Kalamazoo river, Michigan Territory, with a view to construction of a harbor, Lieut. Berrien.

January 13 Survey of the mouth of Galien river, Lake Michigan, with a view to the construction of a harbor, Lieut. Berrien.

January 14 Survey for a road from the Maumee river to the Mississippi, J. P. Bailey.

January 14 Survey of the channel between the North and South Hero Islands in Lake Champlain, Captain Williams.

January 25 Survey, plan and estimate for the improvement of the Christiana river below Wilmington, Major Bache.

Feb. 6 Reconnaissance between Columbus, Georgia, and Pensacola, Florida, with a view to ascertain the advantages afforded for a rail road between those points, Major J. D. Graham.

March 17 Survey, plan, and estimate for a ship canal around the Falls of Niagara, Capt. Williams.

April 14 Examination and estimate for completing

the Muscle Shoal canal, Lt. Col. Kearney.

May 25 Survey and construction of the Alexandria aqueduct, Capt. Turnbull.

October 1 Survey of the harbors of Black Rock and Buffalo, and a portion of Lake Erie, with a view to the construction of a spacious harbor for the protection of the commerce of the lakes, Lt. T. S. Brown.

Nov. 12 Completion of experimental surveys of the route of a canal from Wells river to Burlington, Vermont, Maj. J. D. Graham.

Survey for a canal to connect the waters of Lake Champlain and the Connecticut river, by way of the valleys of the Onion and Wells rivers, Maj. J. D. Graham.

Additional surveys to determine upon the route for the Oliverian canal to connect the waters of the Connecticut river at Haverhill, and the Panniquewapott river at or near Plymouth, New Hampshire, Maj. J. D. Graham.

Survey for continuing the canal from Plymouth to Lake Winnepisseogee, at or near Centre harbor, Maj. J. D. Graham.

Dec. 16 Survey and estimate for a railroad or turnpike from Madison on the Ohio, via Indianapolis, to Lafayette on the Wabash river, Indiana, H. Stansbury.

Dec. 16 Survey and estimate for a rail road from Laurenceburg to Indianapolis, Indiana, H. Stansbury.

Dec. 16 Survey and estimate for a turnpike road from New Albany to Crawfordsville, Indiana, H. Stansbury.

Dec. 16 Survey and estimate for a McAdamized turnpike road from New Albany to Vincennes, Indiana, H. Stansbury.

Dec. 16 Survey and estimate for a railroad from Evansville to Vincennes, Indiana, H. Stansbury.

Dec. 16 Survey and estimate for a railroad from Vincennes to Terre Haute, Indiana, H. Stansbury.

Dec. 16 Survey and estimate for a railroad or turnpike road from Jeffersonville to Columbus, Indiana, H. Stansbury.

Survey of the bay and mouth of Black river, New York, Lt. Stockton.

SELECTED POETRY.

THE ARAB TO HIS WOUNDED STEED.

"A short distance from the scene of conflict, we saw an Arab lying by the side of his wounded barb, with one arm thrown affectionately over his neck. He was lamenting even with tears, the fate of the faithful animal."—[Letters from the East.]

The blood wells through thy silver mane,
And down thy panting side;
No more those hoofs shall spurn the plain
That broad chest cleave the tide;
No more, as flies the swift djerred,
Shalt thou the Giaour pursue;
My trust for safety was thy speed—
My trust for vengeance too!

No more, my barb, at Zeala's call,
Shalt thou to meet her spring—
No more my boys their reinless thrall
Shall gallop at the ring;
Curse on the spoil!—what worth to me
Is every plundered gem?
My household, when they ask for thee,
How shall I answer them?

Though wealth to buy a hundred steeds
Weighs down my caftan's fold,
Not 'mid Morocco's choicest breeds,
Not in the Tartar's fold,
Is there one steed, however fleet,
Could be to me as thou,
The music of whose trampling feet
No more shall cheer me now!

WASHINGTON CITY;
THURSDAY, MAY 4, 1837.

INTERNAL IMPROVEMENTS.—Few persons are aware of the large number of works, which have been surveyed and estimated for, and the vast sums of money expended thereupon, by and under the direction of the officers of the Engineer and Topographical Engineer Corps. It has been represented that the numerical strength of these corps is inadequate to the performance of all the duties required of them, and we may well believe so when we take into consideration the extent of the projected works, embracing every section of the Union.

We were not ourselves aware of the great mass of labor performed by these corps, until we examined a report, made to the Senate on the 23d January last, by the late Secretary of War ad interim, in compliance with a resolution of that body, of the 4th July, 1836. This report enclosed one from the chief Engineer, and another from the officer at the head of the Topographical Bureau.

We have condensed the first of these reports, as it enters more into detail than our limits will conveniently allow us to republish entire. By it, we learn that since 1824, no less than *one hundred and seven* works of internal improvement have been authorised by Congress, for which appropriations have been made, in the aggregate amounting to \$12,403,496. The estimates, so far as any were made, for the whole amounted to \$14,430,614; but in some instances none were required or submitted, the improvements having been ordered and the appropriations made without any previous survey.

All this vast sum of money has been expended by officers of the army, and so far as we know, without the loss of a dollar to the government; and yet Congress have denied to those officers any compensation for this extra responsibility and labor, by their act of 3d March 1835. We hope a more liberal spirit will prevail with the next Congress, and that a remuneration will be authorized, in some degree commensurate with the value of the services performed by those who have so thoroughly evinced their fidelity and competency.

The report from the Topographical Bureau exhibits a list of *two hundred and sixty-three* surveys and examinations, accompanied by *seven hundred and seventy-six* drawings. There is not the slightest doubt, as the head of the Bureau justly remarks, that if these reports should be collected and printed, with the drawings, they would constitute a publication of infinite value.

Such is the demand for civil engineers to superintend the numerous works of internal improvement now in progress, either by State authorities or by joint stock companies, that the United States are in danger of losing many of their best officers, if indeed all of them are not eventually enticed away by the better remuneration which they can obtain out of the public service.

The State of Georgia has authorised the construction

of a rail road from the Chattahoochee to the Tennessee river. As soon as it was known, that this act had passed both branches of the Legislature, Gov. Schley requested W. W. Gordon, Esq., who had become acquainted with Major M'Neill, the celebrated engineer, to write to him, offering the appointment of engineer for Georgia on this road. Several letters passed between Gov. Schley and Major M'Neill, from which it appears, that the services of that gentleman could not be obtained on such terms as the Governor thought it proper to close with, on the part of the State. During this period, a similar correspondence was opened with Colonel Abert, and closed in the same way.

About the 1st of Feb. Gov. Schley requested J. E. Thompson, Esq., engineer of the Athens rail road, to open a similar correspondence with Col. Long. On the 17th March, Col. Long wrote a letter to Governor Schley, from Washington city, in which he consents to resign his commission in the army of the United States, and to accept of the appointment for Georgia on terms which the Governor has agreed to.

Gov. Schley's letter, accepting the offer of Colonel Long, bears date 27th March. Col. Long had gone to New Hampshire, from whence he replied to Governor Schley on the 6th April, that he would in all that month arrive in Milledgeville, and that a suitable corps of assistants will follow, with the necessary instruments to begin the survey in May.

The obtainment of an engineer of reputation could not be effected without the loss of some time. The great demand for this kind of talent at the present day, suggested the difficulty at once, and the efforts of Gov. Schley were made with a corresponding energy. We think he has been peculiarly fortunate in procuring the services of such a man as Col. Long.

INLAND STEAM ROUTE TO CHARLESTON.—At the last session of Congress, an appropriation was made for the survey of an inland water communication for steam boats from Norfolk to Charleston, and arrangements are now in progress for the immediate survey of the various obstructions in the rivers and sounds connecting these points. Col. Kearney, of the U. S. Topographical Engineers, will be in charge of the survey, assisted by Messrs. J. McClellan, T. J. Lee, F. H. Smith, and A. M. Mitchell, formerly of the U. S. A. and G. W. Featherstonaugh. This corps will be divided into two parties, the one conducting the examination of the Pasquotank river and the Albemarle and Pamlico sounds, and the other along Core sound as far as Beaufort. A communication will then be sought to the Cape Fear river, and then on to the Waccamaw and down that river to Georgetown. Where obstructions are found insurmountable, canals will be resorted to. Should the route be found practicable, of which there is little doubt, it is evident that a more important means of communication between the North and the South, and between different points of the South, could not engage the attention of the country.

The gentlemen who are appointed to conduct the survey were about a week since, in Norfolk.

Mr. Cozzens has again leased the large hotel at West Point, and due notice will be given when it will be ready for the accommodation of visitors.

The following gentlemen have been invited by the Secretary of War to attend the examination of the Cadets of the Military Academy, to commence on the first Monday in June next:

Nathaniel Bowditch, Esq. of Massachusetts.
 Hon. A. Vanderpoel, of New York.
 Col. James McKown, do
 R. B. Miller, Esq. do
 A. M. Dod, Esq. of New Jersey.
 Capt. John Miles, of Pennsylvania.
 Ellis Lewis, Esq. do
 Henry Rogers, Esq. do
 Hon. Jacob Wagener, do
 James McDowell, Esq. of Virginia.
 Alexander Rives, Esq. do
 Alfred Moore, Esq. of North Carolina.
 Gen. James Rodgers, of South Carolina.
 Thomas Bennett, Esq. do
 James S. Bullock, Esq. of Georgia.
 John C. Mullan, Esq. of Tennessee.
 Thomas P. Moore, Esq. of Kentucky.
 Owen, Esq. of Alabama.
 Gen. George W. Terrill, of Mississippi.
 William M. Dunn, Esq. of Indiana.
 Gen. M. Arbuckle, Army United States

Correspondence of the Army and Navy Chronicle.

"U. S. BRIG DOLPHIN, }
 Rio Janeiro, Feb. 26, 1837. }

"We arrived at this place on the 21st, in twenty-five days from the coast of Africa, having visited the rivers Gambia, Bissao, and Nunez. We then put into Sierra Leone for provisions and water; touched at Mesurado, Bassa Cove, and Cape Palmas. We leave here this morning, in company with the U. S. ship Eric, Commo. Renshaw, for the Rio Grande.

"The only change in our officers is that passed Mid. C. E. L. Griffin goes on board the Eric as master, and Mid. LeRoy is left on shore sick. The officers and crew generally are well.

Extract of a letter from Commo. H. E. Ballard to the Secretary of the Navy, dated

"U. S. SHIP NORTH CAROLINA, }
 Rio Janeiro, March 16, 1837. }

"By an American ship, the Live Oak, that sailed from this port some few days since, I did myself the honor to inform you of my arrival with the ship under my command, and that every exertion would be made to sail hence, in furtherance of your instructions, at the earliest possible moment after filling our water and completing such slight repairs as the very severe weather we encountered on our passage out, rendered necessary.

"I avail myself of the opportunity by the American ship, the Avalanche, bound to Baltimore, to inform you that I shall sail (weather permitting) on the 20th.

"I am most happy to have it in my power to say that my officers and crew are in good health."

Mr. R. R. WALDRON, late Acting Purser of the U. S. ship Peacock and schooner Enterprise, arrived in this city on Monday, having left the Peacock at San Blas, Mexico, in November last, owing to ill health.

The above vessels may be expected home about the first of July next. They must have performed a most interesting cruise, as they have visited Muscat, Siam, Cochin China, and other ports in the China sea and Pacific.

Dr. RUSCHENBERGER, the Fleet Surgeon, will publish a journal of the cruise, which we have no doubt will be very interesting, and we look forward to its appearance with pleasure.

Extract of a letter from a youth, on board the United States ship North Carolina, to his father in Georgetown, D. C., dated,

"RIO JANEIRO, March 6, 1837.

"We arrived at this port on Saturday last, 4th inst., about 5 o'clock in the afternoon, after a passage of fifty-one days from the Capes of Virginia. The first week we sailed, the wind was full, fair and pleasant, after which it died away for a day, to spring up with more freshness. We were compelled to take in topgallant sails and royals, and clew up the mainsail. One of our men fell from the foretopgallant yard; we instantly cut away one of the life buoys, hove the ship to, and lowered a boat; but not being able to get hold of the buoy, he sunk before the boat could reach him. All who were in the boat, nine in number, lost their hats, and were wet from head to foot; it was nearly an hour before they got on board again. The wind still continuing to increase, we took in one reef after another until we were going at the rate of thirteen knots under close reefed topsails. At last we took in all but the foretopsail and staysail, when a squall tore the staysail into ribbands. A storm staysail and spanker were then set, the royal yards sent on deck, and every preparation made for the worst, the gale increased to such a degree. It continued until near night, when it began to subside a little, so that we ventured to put the ship under close reefed fore and maintopsails, and continued to put more sail on as the storm abated. The next morning we had quite a fine breeze, which lasted until we got on the line, where we lay two weeks becalmed, not making as much headway as twenty miles during the whole time; after this we had good weather until we arrived at this place. Fifteen days before we got in, we spoke a brig, ten days out from Rio Grande, bound to the United States, being the only one we spoke the whole time we were out.

"We found here two English frigates, one Brazilian frigate, a French brig of war, three Spanish cutters, and one of our own sloops of war, all of which saluted us in turn. We gave each of them and the forts a national salute of 13 guns in return."

A Medical Board, for the examination of candidates for admission into the army as Assistant Surgeons, will be convened in the city of New York, on Monday the 22d inst., and be composed of Surgeons T. G. Mower, H. S. Hawkins, and H. A. Stinrecke.

NEWS FROM THE MEDITERRANEAN SQUADRON!—The ship Robert Pulsford, arrived at New Orleans, was in company with the U. S. ship United States, and U. S. schr. Shark, on the south side of Cuba, from the 11th to 13th March—all well—they were bound to Pensacola!! So says a New Orleans paper, of the 20th ult!!!

The following notice has just been received at the Department of State, from the Russian Legation at Washington:

[TRANSLATION.]

The Hydrographic Bureau of the Imperial Department of the Marine hereby announces, that in order

to point out to navigators the bar at the entrance of the straits of Moen, (or Moensund,) near the Gulf of Riga, a tower of stone, with a globe fixed on the summit, has been erected on the northeast point of Paternoster island. This tower is forty-two feet in height above the ground, and fifty-three feet above the level of the sea; it is painted bright red, and is situated in 58° 53' north latitude, and 23° 31' longitude east of Greenwich.

ARRIVALS AT WASHINGTON.

April 22—Capt. T. W. Lendrum, 3d Arty. Maj. Hook's.
Col. S. H. Long, T. E. Fuller's.
23—Col. R. E. DeRussy, Eng'rs. do.
May 1—Major M. P. Lomax, 3d Arty. do.
Col. W. Lindsay, 2d Arty. do.
2—Ass't Sur. G. F. Turner, do.
3—Col. H. Stanton, Qr. Master, Gen. Macomb's.
Lieut. G. Morris, 4th Infy.
Lieut. A. Ury, 1st Drags. Fuller's.

LETTERS ADVERTISED.

WASHINGTON, May 1, 1837.

ARMY.—Lt. L. D. Cabanne, 2, Lt. C. B. Chalmers, Lt. W. Martin, Capt. Lorenzo Thomas, Lt. J. S. Williams.

NAVY.—Lt. George S. Blake, J. R. Goldsborough, Lt. W. H. Gardner, Mid. A. D. Harrell, Lt. J. S. Miss-
roon, 2, Lt. Newell, Capt. W. Ramsay, Lt. W. Rad-
ford, 2, Com. C. Stewart, S. P. Todd, Mid. J. L. Toomer,
Dr. Turk.

NORFOLK, May 1.

NAVY.—Drs Charles Chase, J. F. Brooke; Purser,
A. J. Watson; Lieuts. H. M. Houston, F. Huger, J.
E. Bispham, — Tilton, J. W. Jarvis, M. Mason, B.
Shepherd, J. Marshall; P. Mid. T. A. Jenkins, W. L.
Herndon; Mid. J. M. Cormick, W. Postell, F. Pepin,
A. Waddell, R. S. Love, C. R. P. Rodgers.

*PASSENGERS.

SAVANNAH, April 23, per steamboat Florida, from
St. Augustine, Col. Fanning, Dr. Elwes, of the army.

NEW ORLEANS, April 19, per steamboat South Ala-
bama, from Mobile, Major A. A. Massias, of the army.

April 11, per steamboat Alert, from Mobile, Capt. B.
Dulany, and Lieut. G. Gansevoort, of the navy.

CHARLESTON, April 24, per schr. S. S. Mills, from St.
Augustine, Capt. J. W. Durant, Lieut. J. M. Wood-
ward, Lieut. D. R. Newton, J. C. Crawford, and 73 non-
commissioned officers and privates of Capt. Durant's
Company S. C. Volunteers, and 8 privates of Capt. Pierce's
Company of S. C. Volunteers.

Per steamer Charleston, from St. Augustine, Major
Harlee, Captains Blakeney and Pierce, Adjutant E. P.
Montgomery, Lieuts. Pegues, Richardson, Pitts, East-
erling, and 120 privates of Captains Blakeney and
Pierce's Companies of S. C. Volunteers.

April 25, per steamer W. Seabrook, from Savannah,
Col. Fanning, of the army.

NEW YORK, April 27, per brig Tybee, from Savan-
nah, Major J. S. McIntosh, of the army.

NORFOLK, April 30, per steam packet South Carolina,
from Charleston, Col. A. C. W. Fanning, of the army.

A NEW LIFE BUOY.—The Hampshire (English) Telegraph says: "This new and excellent invention is intended to be hung over a ship's stern, as those at present are, and to display a light as they now do; but the improvement consists in the capability it affords of one, or two, or three persons getting into it and sitting in perfect safety, without the possibility of injury from sharks, or without tiring themselves as they must do with the present life buoys, which they can only hold on by, but cannot get upon. The proposed buoy is the invention of T. T. Grant, Esq., the store-keeper of Weevil Victualling Yard, and consists of a double copper basin, about three and a half feet diameter, and contains sufficient air between the two basins to float three men; this air-tight space is separated into four compartments, to secure its buoyancy in case either should accidentally leak, and a man can lay hold of it and seat himself on the upper rim, with his legs in the basin, without any great effort, and when there, cannot be thrown out, as he has the upright staff to hold on by."

DOMESTIC INTELLIGENCE.

LATEST FROM FLORIDA.

A slip from the office of the Savannah Georgian, dated 24th ult., 2 P. M. contains the following information.

We learn from an officer of the Army, who arrived here yesterday morning, from St. Augustine, in the steam packet Florida, Capt. Hebbard, that all the Chiefs, except Powell and Philip, had come in at Fort Drane on the 16th inst. the day our informant left that station.

Philip was to have been in on the 15th. His son had been in several times. No person in the army doubted that all the Indians would come in, but many are of opinion that they would defer longer than is desirable.

Micanopy, Jumper, Cloud, *et id omne genus* were in. Powell is considered in the words of our informant *nobody* by all the Chiefs. He is only a sub-chief, it is now said, and the Indians have pledged themselves to bring him in by force, if he does not come of his own accord.

General Jesup had issued an order to a portion of the troops, to the effect, that if the Indians continued to make their cattle a pretext for not coming in, to sally forth and destroy them.

On the 15th inst. a large party of Indians was to leave Tampa, in transports for the West.

A portion of the army will probably be detained in Florida at healthful positions, during the summer, should all the Indians not come in.

Gen. Jesup is, we are gratified to learn, indefatigable in his exertions, and stands high with the army under his command.

A slight mistake occurred in our yesterday's notice of Florida intelligence, furnished by an officer of the army, which it would be as well to correct. The Chiefs had come in at Tampa, and not at "Fort Drane," as stated.

We have not heard any thing of Gen. Hernandez at Tomoka since our last.

From Tampa Bay we hear that between ten and twelve hundred Indians are there, drawing rations—that Oseola and Philip had not come in on the 11th inst.

U. S. SHIP CONCORD, }
Matanzas, April 10, 1837. }

Captain Mix's respects to Colonel Webb, and acquaints him with the arrival here, on the 7th instant, of the U. S. ship Concord, last from Havana. He has heard of no acts of piracy, or improper interference with our commerce to this island. The political state of Cuba is now perfectly quiet, and all the interests of the island are rapidly advancing under the energetic and enlightened control and direction of her Captain General, Tacon.

The Concord will sail in a few days for Pensacola, via Havana and the coast of Florida. The following is a list of her officers, which please publish, with any part of this note, viz:

Captain M. P. Mix, Commander,
H. A. Adams, 1st Lieutenant,
Thos. J. Leib, 2d do.
Saml. E. Munn, 3d do.
C. H. A. H. Kennedy, 4th do.
James P. McKinstry, 5th, do.
Mifflin Coulter, Surgeon,
Nathaniel Wilson, Purser,
B. McGowen, Prof. Mathematics,
Passed Midshipmen—Geo. M. White, C. F. M.
Spotswood.
Midshipmen—Thos. B. Barrett, Wilmer Shields,
Wm. M. Caldwell, —Doyle.
G. F. Sawyer, Captain's Clerk; S. Stanley, Boat-
swain; B. Bunker, Gunner; Jno. Beggs, Sail Maker.
—New York Courier & Enquirer.

The ship Yazoo sailed from New York on the 26th ult. for New Orleans, with a detachment of 296 U. S. recruits, under the command of Capt. G. Wright, 3d Infantry, and accompanied by Lieut. W. R. Montgomery, 3d Infantry; R. Allen and W. E. Aisquith, 1st Artillery; R. H. West and P. Kearney, of the Dragoons, Dr. H. Beall, destined for Forts Jesup, Gibson and Leavenworth.

From the Charleston Courier.

SOUTH CAROLINA TROOPS.—The Orders inserted below were handed to us for publication; and we insert them with pleasure, as they pay a high and well merited compliment to the good conduct of the volunteers who served in Florida, under Major HARLEE:

ASSISTANT ADJUTANT GENERAL'S OFFICE, }
Camp New Smyrna, April 19, 1837. }

ORDER, No. 40.—The commanding General has much satisfaction in communicating to the South Carolina Militia Order No. 83, of Major General Jesup, commanding the Army of the South, by which they are to be honorably discharged from the service. The commanding General adds, with pleasure, his testimony to the zealous and efficient services of Captains Brown and Williamson's companies, while serving under his command.

Major Putnam, commanding the battalion at this post, will immediately relieve the detachment from all duty, and direct it to hold itself in readiness to embark on board the steam boat *Florida*, when she shall be ready to proceed to St. Augustine.

Major Putnam will cause the two companies to be forthwith assembled, and this Order with that of Major General Jesup's communicated to the officers and soldiers of the detachment.

By order Brig. Gen. Joseph M. Hernandez:

D. S. GRISWOLD, *Ass. Adj. Gen.*

HEAD QUARTERS, ARMY OF THE SOUTH, }
Tampa Bay, April 12, 1837. }

ORDER, No. 83.—The Battalion of South Carolina Militia, commanded by Maj. W. W. Harlee, will, so soon as they assemble at St. Augustine, pursuant to orders heretofore issued, be mustered and inspected by Capt. H. Brown of the 4th Artillery, and honorably discharged from the service of the United States.

Paymaster T. P. Andrews, senior officer of the Pay Department in Florida, will designate an officer of the Department, to pay the Battalion of South Carolina Militia, commanded by Maj. Harlee, pursuant to the order of discharge.

On losing the service of this valuable corps, which is discharged in consequence of expiration of service, the Commanding General feels called on to express his warm approbation of the zeal and cheerfulness with which they have performed all their duties whilst serving under his command; and he begs Maj. Harlee and the whole corps to accept his cordial thanks, and his best wishes for a speedy and happy restoration to their homes.

By order Major General Jesup.

J. A. CHAMBERS,
Lt. A. D. C. & A. A. Gen.

The Port au Prince "Feuille du Commerce" of the 2nd of April last contains an account of the landing of a party of armed men from the U. S. ship *St. Louis*, commanded by Capt. Thos. Paine, which, accompanied by C. R. Dimond, son of the Commercial Agent, W. Robinson his clerk, and a servant, repaired to the residence of Jerome Taylor, four miles distant from that place, at midnight, and took thence by force a negro calling himself Nugent, alleged to be the slave of Captain Paine, and a runaway. Great indignation is expressed at the course pursued in regaining the slave, which, it is urged, should have been through the medium of the constituted authorities, and not by an armed force and at night.

Notwithstanding the coloring given to the transaction by the "Feuille du Commerce," we are led to suspect that the slave in question had run away from the ship, and was pursued into the country by a part of the ship's company, by whom he was captured and immediately brought back. Should such have been the case, it is certainly very different from the seizure of a person who had been a resident and domiciliated in the country, in which event the intervention of the authorities would have been necessary in order regularly to identify the person and prove the owner's title to the services of the runaway. Our naval officers are as little apt to trample on the rights of others, in a national or personal relation, as they are to suffer their own to be disregarded with impunity.—*Baltimore American.*

PENSACOLA, APRIL 22.—The U. S. sloop of war *Boston* sailed on Wednesday last on a cruise. The *Boston* is now commanded by Lieut. Engle, Capt. Dulaney, her late commander, having returned to the north on account of ill health.

The U. S. schr. *Grampus*, Capt. McIntosh, arrived here on Thursday last from a cruise. She left this port on the 3d of January last. Sailed hence to Tampa, thence to Havana, thence to Port au Prince, thence to St. Jago de Cuba. At Port au Prince found things perfectly quiet. There had been some disturbances there among the blacks, but all was quieted. At St. Jago de Cuba found things tranquil. The forces of the Capt. General had arrived there, and the Governor of St. Jago had been compelled to seek refuge on board the British frigate *Vista*.

The *Grampus* parted company with the *St. Louis* on the 10th inst. The latter was then bound for Havana. The following is a list of officers of the *Grampus*:

Lieut. Com'g. McIntosh; *Lieutenants*, Joseph Stallings, S. Swartwout; *Purser*, T. M. Taylor; *Sailing Master*, W. Chandler; *Ass't. Surg'n.* Leacock; *Passed Midn.* A. F. V. Gray, J. M. Lockert; *Midshipmen*, S. D. Trenchard, G. W. Grant, W. L. Parkinson; *Capt's. Clerk*, A. B. Thruston; *Gunner*, Wm. Kelly.—*Gazette.*

The following notice appears in the New Orleans slips of the 27th ult. received by express mail:

OFF S. W. BAR, April 25th 1837.

The U. S. ship *Boston*, F. Engle commander, last from Pensacola, will cruise off the ports of Texas until the 10th May, and longer if the mercantile interest require it, for the purpose of affording protection to American vessels regularly cleared.

E. W. MOORE, *Lt. U. S. Navy.*

BY EXPRESS MAIL.

NEW ORLEANS, APRIL 24.—The Mexican fleet is having its own way in the Gulf of Mexico. The squadron consists of the *Vincidor del Alamo*, General Teran, Libertade, Genl. Warren, all brigs of war, and the Genl. Hidalgo, an armed schooner. The Mexican fleet had captured the schooner *Vigilant*, from New Orleans for Matagorda, laden with arms and ammunition, and sent her to Matamoras.

From the Bee.

CAPTURE AND RECAPTURE.—The schr. *Louisiana*, J. C. Pierce, master, of and from New Orleans, bound to Matagorda in Texas, in latitude 28 35, on the coast of Texas, was brought to and boarded, April 4, by the Mexican squadron, consisting of three brigs under the command of Commodore Lopez. The papers of the *Louisiana* were called for and delivered to the boarding officer; at the same time they brought to and boarded an American schooner from Mobile bound to Matagorda, loaded with lumber. The passengers of the *Louisiana*, five in number, were requested to get out their baggage in readiness to go on board the lumber schooner, as she was permitted to proceed, and the boats of the squadron accordingly took them on board said schooner, and she made sail. A prize crew was put on board the *Louisiana*, and she was ordered to Brassos St Jago. On the 8th, arrived off that port and came to anchor near a Mexican brig of war, which was at anchor. The pilot came on board and reported not sufficient water on the bar. On

the 8th, at 7 A. M., a ship of war hove in sight, which proved to be the U. S. ship of war Natchez, Capt. Mervine, and came to anchor near us, and sent a boat on board the Mexican brig of war. As the boat of the Natchez was passing under the stern of the Louisiana, the officer inquired if there was any thing new, and was answered the Louisiana had been captured and ordered to this port. The boat returned to the Natchez, and the lieutenant afterwards came on board to learn the particulars; he ordered the master on board the Natchez, and the facts of the case being made known to Captain Mervine, he ordered the Louisiana to be taken charge of, and the Mexican prize crew to be sent on board the brig of war. At 4 P. M. a crew from the Natchez took possession and remained till the 10th. At 6 in the evening a boat came from the Natchez with a certificate, and at the same time ordered the Louisiana to be got under way. The men from the Natchez returned to their ship, which got under way—at 7 P. M. she came up and ordered the Louisiana to remain near her. At half past 2 A. M. the officer of the deck ordered us to continue, and she tacked ship and stood in shore.

The master and crew of the Louisiana were treated with the utmost politeness by the officers of the Natchez, as well as by the officers of the Mexican squadron.

On the 15th, in lat. 28 50, long. 92 25, was boarded by a boat from the Texan armed schooner Tom Toby, Capt. Hoyt, and treated politely.

The schooner Champion was captured by the Mexican squadron on the 3d, and sent into Brassos St. Jago, where she arrived on the 7th and got over the bar, and lay there when the Louisiana left.

From the National Intelligencer.

Messrs. GALES & SEATON: I observed, some days ago, an account in your paper of an invention for saving from watery graves persons shipwrecked on lee shores. Permit me to describe an apparatus for the same purpose, more portable, more cheap, and every way more convenient.

A pair of cross-belts, worn as soldiers wear their bayonet and cartouch-box belts, and formed of whipcord run through common bottle corks, will support any man in SEA water, with his clothes on him.

About thirty months ago a paralytic stroke deprived me of the use of my left arm, and, in a great measure, of my left lower limb. I was advised to spend the winter of 1836 in a warm climate, and to use sea-bathing. Accordingly I went to Florida; but being too weak to bathe when the sea was not smooth, I made a pair of cross-belts, as above described, put them on over my clothes and in the presence of the late Dr. Benjamin Nourse and his wife, and my daughter-in-law, (the widow of the late Capt. G. W. Gardiner) I walked into the sea at Key West, up to my neck; when, taking my feet off the ground, I floated on my back, with my face and chest above water. Dr. Nourse was so much pleased with the experiment, that, when I came out of the water, he put the belts on, (over his clothes,) and floated, as I had done, though he was thirty per cent. heavier than I was.

On my return to this city I suggested to the War Department the practicability of pursuing Indians across unfordable rivers by the aid of this apparatus, and Gen. Jesup was directed to see the experiment made, which was accordingly done, in the Potomac, when we found that, in FRESH water, the apparatus would only keep a man's chin above water.

The pair of belts we used was formed of three dozen common bottle corks, and could be carried in the crown of a hat, and were those used by Dr. Nourse and myself at Key West.

I believe owners of ships are by law required to send medicines on all voyages, in proportion to the number of the crew; if they were also required to send a chest of life belts, one pair for each of the crew and each passenger, no more lives would be lost on our shores by the shipwreck of vessels in gales of wind; for the wind that blew the ship ashore would also blow the crew and passengers ashore, as they *could not* sink with belts over their dress.

Very respectfully, I am, sirs,
Your obedient servant,
JOHN GARDINER.

WASHINGTON, APRIL 26, 1837.

OUR HARBOR.—Several appropriations, it is known, were made during the last session of Congress for new lights and buoys in this harbor.

Judiciously enough, we think, the question of expediency, as to the erection, position, and effect of these additional lights, &c., was required to be determined by the actual examination of competent officers. We say judiciously, because, after all, simple as may seem the matter of placing a lighthouse, or a set of buoys—if considered by itself, when looked at in connection with other buoys and lights, it becomes more complicated. Confusion and consequent mistakes are the results sometimes of too great a multiplication of these guides and beacons of the mariner.

We understand that Captains Lawrence Kearny, John D. Sloat, and M. C. Perry, of the U. S. Navy, have been selected, by the Navy Board, to make the proper examinations, and the charge could not be committed to more competent persons.

The appropriations made for this harbor were:—
For buoying out "Gedney's Channel," a passage over Sandy Hook Bar, recently discovered by Lieutenant Gedney, U. S. N.

For a Light-House on Flynn's Knoll, near Sandy Hook.

For a Light-Boat off Sandy Hook.

For placing a Beacon on Romer's Shoal.

For a Light-House on Robbins' Reef.

The officers above named have, as we understand, entered upon the examination.—*New York American.*

COMMENDABLE LIBERALITY.—We with pleasure give publicity to the subjoined account of a generous and highly praiseworthy act, and hope that the day may be far distant when any of the participators in it will be visited by sickness, poverty or distress, such as afflicted the family to whom they so opportunely, though unexpectedly, extended pecuniary assistance.

On board the steamboat Massachusetts, Capt. Joseph J. Comstock, on her passage from New York on Wednesday, a venerable man was observed, with a wife and ten children, who excited much interest among some of the passengers. His name was Sylvanus Harlow; he had been a resident in the State of Maine, but from hearing the flattering accounts of the ease of living in the Western country, had disposed of all his effects, quitted the haunts of his youth and the home of his middle age, packed up his travelling baggage and the proceeds of his sales, and conveyed his family to the land of promise.—He had scarcely located himself in the far-off region of Illinois, when sickness commenced attacks on several members of his family; and having struggled for some time against disease and privations, and seeing hopeless poverty approaching with rapid strides, he gathered the remnant of his little property, and with that and his distressed family and disappointed hopes, he was on his return to his formerly abandoned home.

This story was told to Lieut. HENRY BRUCE,* who had just returned from a three years' cruise in the United States frigate Brandywine, and was now hastening to visit his family in Boston. It touched a sympathetic chord in his generous bosom; and having assembled all the passengers in the cabin—he told the sad tale in an eloquent and feeling manner, and had the satisfaction to raise a contribution of sixty dollars, which he immediately threw into the lap of the destitute mother of the family. They had not solicited charity, and their gratitude and astonishment were equal, when they received this unexpected and ample relief in their necessities.

It is due to the Captain of the steamboat to state that no charge was made to this family, for passages or meals.—*Providence, R. I., Journal.*

[We perceive that this name is printed *Breeze* in several papers.—*Ed. A. & N. C.*]

From the New York Daily Express.

TEXAS NAVY.—The following is a list of the officers in the Texas Navy,—the publication of which, at this time, in your valuable paper, may gratify many of your readers:

Post Captains—Charles E. Hawkins, N. York, (dead)
Wm. G. B. Taylor, New Orleans.

Master Commandants—George Wheelwright, Boston; Henry L. Thompson, New Orleans.

Lieutenants—Francis B. Wright, Washington, D. C. John W. Taylor, North Carolina; John T. K. Lathrop, Utica, N. Y.; Parry W. Humphreys, Kentucky; James Mellus, Boston.

Surgeons—Moreau Forrest, (Fleet Surgeon) Washington, D. C.; Francis T. Cheesman, Brooklyn, N. Y.; Burchard Cochran.

Pursers—Thomas H. Living, Boston; Wm. Thomas Brannam, Boston; Norman Hind, Connecticut; Henry Fisher, Virginia.

The names of the vessels of war are, the Independence, Brutus, Invincible, Tom Toby and Liberty.

The Invincible is the Flag Ship, commanded by Com. Taylor; the Independence is under the command of Captain Wheelwright.

The report, that the two vessels probably engaged with the Mexican fleet were the Invincible and Tom Toby, must be incorrect, as the Independence was the vessel which sailed in company with the Tom Toby. The Invincible and Brutus were on a cruise off the Mexican ports.

FOREIGN MISCELLANY.

PRESENTIMENTS OF DEATH.—There is an article in the December number of the United Service Journal, entitled "Recollections of the British army," to which the following is added by way of a note, showing how singularly in some instances, presentiments of death or accident have been verified. If other instances could be enumerated, in which these presentiments have proved deceptive, it would furnish food for the speculative mind, as to the probability of future events being revealed to men under extraordinary circumstances. The few recorded instances we have seen are those in which the presentiments have been fulfilled; when they pass by and prove deceptive, the individuals are no doubt ashamed to make them known, for fear of being accused of weakness or superstition. Dreams have been known sensibly to affect persons, who place faith in them. May not these presentiments be regarded in the light of waking dreams?

In the year 1805, the regiment I belonged to (the 71st) formed part of the expedition for the reduction of the Cape of Good Hope: we landed there in January, 1806. The day on which we landed, Captain F., of the 24th regiment, also on the same service, came to me, and desired I would go round with him to visit the different officers of my regiment, with all of whom he was well acquainted, and we were very intimate friends. We went round together, and he bid good-bye to all the officers, probably, though I did not remark at the time, (that I remember) with more than his usual solemn manner. When we got back to my post—"Now L—," said he, "my hardest task is to take leave of you." I replied, "We shall beat the Mynheers to-morrow, and then we will have a jolly day in Cape Town." "No," said he, "I shall die to-morrow." On the next morning, almost as soon as the action commenced, I heard he was shot through the neck by a burgher, and killed on the spot.

Shortly after the 71st was ordered to Buenos Ayres, and the ship that I was on board of, a transport, having rolled away her masts, was separated from the fleet. While we were making the best of our way to South America, some of my brother officers were lamenting our situation, and regretting that we should be too late to share in the conquest. I replied, "You need be under no apprehensions, you will be time enough, for I shall lose my leg there." I said this, fully assured in my own mind that it would be so;

but if you ask me from whence that assurance arose, I am unable to answer. Some days afterwards the surgeon said his instruments had contracted a little rust, and asked me who could best put them in order. To which I replied—as they would first be used upon me, I was the best person to get it done, and gave them to a man of my company to do. The assistant surgeon was a friend of mine, and I prevailed on him to teach me how to apply the tourniquet to my leg. I selected one with great care, and by its application (humanly speaking) I saved my life—without it I should have bled to death. We landed next evening at Pointa de Quilmes, under the village of Reduction. My brother officers appointed me prize agent, when I begged another officer might be nominated, as I was assured I should not be able to act.

The next morning, when the drums beat to arms, I saw the surgeon, ran to him and said,—“Look out for me, I shall be the first that falls.” The third shot the enemy fired from the first gun they opened, struck me on the calf of the leg, and nearly took it off; as I lay on the ground I successfully applied the tourniquet. I had been speaking to Colonel P., as we were advancing, who was just about to order my company to the front as sharpshooters, when the first shot was fired—the second took away the musket of the man on my right, (*i. e.*) the left hand man of the company on my right, passing between his head and mine—the third struck me. I saw it coming all the way from the gun, a Spanish six-pounder, about six or seven hundred yards distant, but I think not so much. So accurately did I see it, that my covering sergeant called out “Stoop.” I said—“Stand up, it is coming low.” I asked myself, when on the ground, why I did not attempt, by stepping right or left, to avoid it; but I could never give any reason. I state these things to show that it was not a transient thought I uttered at random, but that it took root in my mind, and governed my conduct.

The day that I quitted Buenos Ayres (11th Aug.) as I was going out of the fort on crutches, to embark, Capt. K., Royal Engineers, overtook me, and said—“L., you remember telling me you should lose your leg—now, observe, I have not half an hour to live; take my writing desk with you, it contains such and such things: if ever you reach England, you will see my father; tell him so and so, &c. &c.” I had to hobble half round the fort to embark, and before I got on the bank of the river, in about, I suppose, twenty minutes, they called to me over the ramparts, “K. is just killed.”

A WHITE SQUALL.—What are called white squalls, are common in the Mediterranean, where I once saw every windmill in the island of Gozo dismasted in an instant: but the pleasure of seeing the effects of one at sea was reserved for this voyage.

We had arrived in the 32° N. lat., the frigate I was on board having in tow a large transport, that had all her possible sail set: it was blowing a gentle breeze on the larboard quarter, and fine weather. When looking out on the larboard beam, directly under the declining sun, and four or five miles, apparently, distant, the sea appeared all bubbling up like boiling water, and covered with a yellow sort of haze resembling the smoke from burning straw. The moment the officer on watch saw it all hands were called up, the men on deck sent aloft, and the tow cast off. We had not, fortunately, any studding sails set; the men at once saw the emergency of the case, and exerted themselves right manfully in getting in sail. The fore and main-sail were clued up, the top-gallant-sails handed, and the yards lowered on deck; but there was only time to lower the three top-sails on the caps before the squall caught us. The helm had been put hard a-port, and therefore the wind took us rather on the quarter, but it made us lay over almost on our beam ends. The mizen-top-sail, although lowered, as I said, flew into ribbands; the other top-sails re-

sisted, but the fore-top-sail yard broke like a bit of reed. The instant of this tornado reaching us was very fine. The wonderful rush of wind, accompanied by a single flash of lightning, and a deluge of water, although we had seen no cloud—it might have been sea water, but at that moment we were not curious to taste it. The whole thing was over in less than five minutes, when the day resumed its former serenity. The ship we had in tow having good warning, got nearly before the wind, but all her sails were blown out of the bolt ropes as if they had been brown paper, making it evident that a suit of worn out sails are now-and-then of service. All the other ships suffered more or less: had it occurred in the night the affair might have been very serious.—*United Service Journal*.

BRITISH NAVY AND ARMY PROMOTION—It is a peculiarity, we believe, of the British service, that elevation to the superior grade of a General Officer is frequently unwelcome to the party thus advanced, because, by a strange discrepancy between terms and things, the change, in all but sound, deteriorates his condition. For example, we will take the case of Major General Clement Hill, lately commanding the Blues, a corps by which he was sincerely beloved, and with which he and his family have been so long and so honorably identified. Promotion, to this officer was virtually reduction—in the most substantial sense of a term so truly unpleasant to military ears—and the shadow takes place of the substance. We wish the doctrine of compensations were more nicely adjusted in the service; in the meantime let us have patience and shuffle the cards.

Many instances of the "glorious uncertainty" of our calling—many proofs of the capricious reverses and anomalies which beset the profession militant—may be gleaned from an attentive study of these promotions. In glancing our eye down the list, we are tempted to select one example as an illustration of our remark, apologizing to the gallant and accomplished officer whose case we thus take the liberty of citing. It will be remembered by many of our military readers, that about the year 1826, if we recollect right, Major Champion of the 21st fusiliers was deliberately shot, by a soldier of his regiment, in the West Indies.—The succession of the senior captain to this death vacancy was naturally looked upon as *certain*, not only by that officer himself, but by the whole corps, and the troops serving in the West Indies: but to the great surprise of all, and the special disappointment of the justly confident expectant, the English packet returned with intelligence of the sale of the vacant commission for the benefit of the widow! This was one of the benevolent acts of that kindest of men, the Duke of York—but it was not the less hard upon the senior officers in the different grades. The end might have been equally attained by giving the price of another commission to the widow, for whom the highest respect and sympathy were entertained and expressed by the corps. The senior captain, then of twelve years standing, his company dating from 1814, has remained senior captain of his regiment from that hour, till the late brevet came to his relief! This we consider a "case of real distress"—but there is an obvious and simple remedy; not adequate certainly to the privation—yet offering a salvo for an irremediable evil; namely, the antedating his brevet majority to the period of his undue disappointment of a regimental one—a boon that would cost nothing but the sign-manual, which could not be better or more graciously bestowed. It is by equitable acts of this kind that the confidence of the service is rivetted.

The regimental moves created in the line, by the brevet, have only amounted to three, as we have already shown—namely, in the 16th, 39th, and 66th; in fact the promotions in this main branch of the service happen to be disproportionately less than those of the other departments. The artillery and

engineers have their full share—as they ought. It is only in the harvest time of brevet promotions that these distinguished corps can hope to reap the limited rewards of tedious service. The number of vacancies among the General Officers, since the last brevet, amounts to about thirty.

The Navy, though disappointed in the extent, and perhaps composition, of its flag promotions, has benefited more than the army in steps of activity—or those movements and successions corresponding with regimental promotion—the most sensibly felt, as their operation is the most direct and substantive. Here, however, the blue-jackets still miss an adequate and wholesome infusion of the classes of mates and passed midshipmen. In this service complaints are as rife as among their brethren of the red, of the neglect and exclusion of those captains and subalterns who, lacking interest, or luck, but not inclination, have been barred from employment, and subjected to the penalties of those who retire for their convenience. This is, undoubtedly, a crying grievance, yet remains without the slightest consideration in either service. No man should be punished for that which is to him a serious misfortune. Our naval clients will find their interests more fully discussed in our leading paper.—*United Service Journal*.

STEAM NAVAL WARFARE.—In the inquiry before the Committee of the House of Commons in 1834, some attention was given to the suggested establishment of a steam flotilla for the purpose of defence, but by no means so much as the importance of the subject merited. If this were carried into effect, steam navigation would be rendered directly as well as indirectly operative in the protection of the territorial possessions and commercial interests of the British in the East.

It was proposed to substitute such a flotilla for part of the existing Bombay Marine, and the change was stated to be sanctioned by the judgment of Sir Pulteney Malcolm, Colonel Stannus, and other distinguished officers of both services. The subject has been a good deal talked of at Bombay, but the only plan we have seen is that submitted by Major Chesney. In his examination that officer observed, "that in establishing a communication, either by the Red Sea or the Euphrates, it would be requisite to have other steamers in reserve; and therefore a flotilla of steamers at Bombay would work admirably in connexion with the steam, especially if it were to be substituted for some of the Bombay Marine."

To elucidate the working of the change as to expense, Major Chesney submitted a statement of particulars. He first detailed the expenses of a Bombay cruiser, and the instance which he took was that of the ship *Elphinstone*, launched in September, 1824, 387 tons burden, mounting eighteen guns. The original cost of this ship, was 13,000*l.*, as nearly as can be calculated by the conversion of the rupee into English money; and the annual charge for wages, victualling, &c., 6609*l.* To this last sum Major Chesney added eight per cent. on the original outlay for wear and tear, amounting to 1040*l.*, and four per cent. for insurance, making 520*l.* more; the total annual cost thus exhibited was 8169*l.*

There were twelve cruisers at that time on the establishment, and the entire annual cost was therefore about 100,000*l.* The annual cost of a steamer, according to the Admiralty returns of Sir C. Malcom, is 2965*l.*, and the annual consumption of coals in each of the several vessels 1100*l.* The total being only 4065*l.*, it will be apparent that if the facts be correctly stated, the cost of one cruiser is equal to that of two-third sized steamers. Major Chesney pointed out the advantages of such a species of force as steam-vessels would afford as a defence both against external and internal dangers, and expressed his opinion that it would be equally well adapted to offensive and defensive warfare, and would form an

irresistible support to the British power in that part of the world.

Among other advantages he suggested that eight or ten steamers, each towing a light vessel or raft, might transport eight or ten thousand troops to any given point along the extensive coast up the Indus, the Euphrates, and other rivers. It is now, however, pretty certain that the Euphrates is not a river for steaming, and the hopes entertained with regard to the Indus are far less sanguine than they were two years ago: but the value of such a mode of transporting troops coastwise is indisputable. No enemy, Major Chesney remarked, "could effect the passage of a river in the face of an armed flotilla of steamers acting with those who defended it, without its being known where he meant to make the attack," and from this cause he inferred that the operation would be attended with greater difficulty and greater loss than it had ever previously been. "Such a passage," he added, "as won the battle of Wagram could not be renewed on the Indus if it were defended by steam."—*United Service Journal*.

LIEGE CANNON FOUNDRY.—This establishment is one of the largest of the kind in Europe. It comprises two foundries on an extensive scale, and twelve high-blast furnaces; eight more than the largest in France. Besides these, there are two large smithies, with fifteen furnaces, and a large smelting place. The bellows are impelled by five steam engines. The present director of the works is a Major Frederix, a nephew of General Haguinin; by whom they were restored to their existing state of efficiency at the close of the war in 1816. They were set on foot in 1804, and since General Haguinin took them under his care they have supplied the Dutch Government with nearly 4,000 cannon, for land, sea, and garrison purposes. At the present day iron-casting is executed here as well as metal-casting; the former is said to be equal to the Swedish in quality. We may observe that in 1831 three Swedish six-pounders were fired 1,500 times each in succession, and upon being afterwards overcharged, two of them burst on the seventh fire, and the third at the nineteenth fire. A twenty-four pounder howitzer, of Belgian make, which was loaded and fired 2,112 times in the same year, was subsequently overcharged and fired eleven times, and shows no perceptible trace of injury at its mouth.—*Ibid*.

From the New Bedford Mercury.

SANDWICH ISLANDS.—We extract the following amusing and interesting items, from the files of the Sandwich Island Gazette, received at this office, to show the advancement which is making in those distant regions, in the arts and comforts of civilized life. The editorial department of the Gazette displays a degree of ability and talent that would do credit to any newspaper in this country. Honolulu, where it is printed, is the chief town of the island of Oahu, and the principal residence of the King. The village contains about 8,000 inhabitants, including about 400 foreigners. The harbor is one of the best in the Pacific Ocean.

The English ship of war *Acteon* had arrived at Honolulu, (the principal port of Oahu, the residence of the King) for the purpose of forming a treaty similar to the one entered into some years since by Captain Jones of the *Peacock*, in behalf of the American Government.

There has been considerable damage done to American whaling vessels during the past season on the coast of Japan by Typhoons.

The Theatre at Honolulu had been opened for the season, and the performances were highly spoken of in the Gazette. The editor says—The ladies in the boxes looked as "bright as a May morning," and it must have been exhilarating to the actors to have their comic grins and distorted glances met by the approving eyes and applauding smiles of the fair and fashionable of Honolulu.

Among other improvements about to be made at Honolulu, we notice that the streets are to be numbered.

HONOLULU, Sept. 24.—We have cast our net in all directions, with unceasing industry, during the past week,—but not a fish have we caught;—we have dragged the ponds for accidents, bobbed from a rock for news,—angled in the stream for arrivals,—spearred in the mud for communications,—and have dug deep in the sand for "items;"—we have thrown away our hooks, lines, and bait,—shouldered our shooting apparatus—and, after tramping through acres of swamp, to knock over a fact among the rushes, have whanged, banged, and blazed away, till our shoulders ached, to hit a scattering idea on the wing. We have returned, disappointed, perplexed, fidgety, without a consolatory recollection of a nibble or a broken wing, versus our remembrance of wasted ammunition and stolen fish hooks.

What then can we say in "our corner?"—no fish! no birds! no anything!—If we do not get foreign news before long, to lay before our readers, we shall "go off between two days," abandon our office, types, ink, and all, and leave our creditors to whistle for their own amusement. Alas! Alas! poor *We!*—welcome despondency, welcome despair.

But ah! we have it!—Something has happened, yes, and something decidedly of a newspaper-torial character, and it must be recorded forthwith—viz:

DINNER ON THE PLAINS.—On Tuesday last, there was a dinner at the country seat of J. C. Jones, Esq. in honor of the officers of the *Peacock* and *Enterprise*. The viands were—"from fair to middling,"—(we wish we could say more.)—but, as no one, we are sure, came to eat only, or to drink only, we refer to a more agreeable part of the entertainment,—the hilarity and apparent happy feeling of the guests; every one appeared to enjoy himself; what more could every one wish?

Food, in the native style, was abundantly served up,—*baked dog*, (dog! only think of it,) was among the dishes! and,—"it was not to be sneezed at."

Songs,—toasts,—cheers,—bumpers,—speeches,—all came in their turn, and, positively, if the guests were not happy, we confess ourselves no judge.

Here are the toasts uttered on the occasion,—and here is a lame account of the joviality, pencilled upon a three cornered piece of paper, amid the jolting of wine-glasses, the spilling of wine, and the "three times three" of the occasion.

Toasts—regular and irregular. By Vice President S. T. Shaw.—"Commodore Kennedy,—Our Commodore, his best health."—Three times three.

Reply.—By the Commodore. "May you all live a thousand years, and may we always meet here."

By Vice President S. Reynolds, Esq. Acting U. S. Consul. "The King, Kamehameha."—

Reply, by the King. "Aloha Cukouipulua," which being rendered into our vernacular idiom signifies, liberally translated, "My best respects to you all, gentlemen."

By Richard Charlton, Esq., His Britannic Majesty's Consul, (President of the Day.) "The United States Navy,"—Three times three.

By Vice President S. Reynolds, Esq. "King William the 4th.—The King of Reform"—Three times three.

To the above toast, his Britannic Majesty's Consul, in behalf of his country, made a pertinent and eloquent reply.

By Commodore Kennedy. "A Queen for the King of the Sandwich Islands."—Three times three.

By a distinguished Guest. "The President of the United States."—Three times three.

By Dr. Ruschenberger, of the United States Ship Peacock. "Population and prosperity to the Sandwich Islands, and an end to all oppressive tabus."

Music added its charms to the joys of the day; songs

were abundantly echoed from seat to seat, and the party dispersed, teeming with good spirits, and apparently satisfied with the pastime of this most pleasant occasion.

We cannot help remarking the quiet which has reigned in our village, since the U. S. vessels have been in port; notwithstanding the number of men who have visited the shore on liberty, there has been no disturbance; we mention this fact to prove that 'Jack' can have a "bit of spree," without inevitably "getting into a row." We like to see them come ashore to sport a little, after their long confinement aboard ship, and we all ought to remember, that for every hour a sailor is dancing and singing, he spends many days pulling, hauling, and eating salt junk.

SEIZURE OF HIS MAJESTY'S SLOOP LEVERET, BY A PORTUGUESE FORT.—The Leveret, a ten-gun brig, commanded by Captain Bosanquet, being in the Mozambique channel in the early part of December last, heard that a large slaver had just arrived on the coast, and on the 25th of that month discovered her lying at anchor in a small bay. The slaver refusing to hold communication with the brig, an action commenced. So desperate was the resistance the slaver made, that the Leveret hauled off twice to repair damages; and at length, after having one man killed, and five or six wounded, among whom was the master, succeeded in taking possession of her. The exact loss of the slaver, which mounted 27 guns, and carried 70 or 80 men, was not mentioned, but must have been considerable. A large quantity of dollars intended for the purchase of slaves, was found, and removed to the Leveret, which proceeded to a Portuguese settlement near Mozambique. The governor of this place demanded that the slaver should be given up, which being refused by Captain Bosanquet, a large battery, under which the Leveret lay, suddenly opened upon her, and obliged her to haul down her colors. Immediate possession was taken by the Portuguese both of the Leveret and slaver, and the prize dollars removed to the fort. After holding possession of the Leveret eight days she was delivered up, and Captain Bosanquet immediately returned to Simon's Bay. The moment the Thalia arrived (and she was daily expected) Admiral Campbell intended to proceed to the Mozambique with all the squadron he could muster, and little doubt is entertained, by those who know the decided character of the admiral, that ample reprisals will be made for this unprecedented insult on the English flag.—*Madras Herald*, Dec. 28.

ARMY.

SPECIAL ORDERS.

April 29—Lieut. G. Morris, 4th Infy. and Lieut. J. H. Miller, 4th Arty. assigned to Indian duty.
May 1—Brevet Major M. P. Lomax, 3d Arty., and Capt. J. Dimick, 1st Arty., for recruiting service, to report to Col. Cutler.
May 3—Capt. M. W. Batman, 6th Infy., and Lieut. E. S. Sibley, 1st Arty., for Indian duty.
Surgeon P. Minis for duty at Fort Gibson.
Ass't Sur. J. P. Russell to Fort Columbus, N. Y.
Ass't Sur. R. Weightman, to have charge of the General Hospital at St. Augustine.
Ass't Sur. J. J. B. Wright, when relieved at Fort Howard, to proceed to Washington.
Ass't Sur. C. D. Maxwell to New Orleans.

RESIGNATIONS.

Capt. G. W. Waters,	6th Infy.	30 April, 1837.
1st Lieut. J. Allen Smith,	3d Arty.	30 April.
2d Lieut. C. A. Greene,	do.	30 April.
2d Lieut. W. H. Griffin,	7th Infy.	30 April.
2d Lieut. R. G. Stockton,	1st Drags.	30 April.
2d Lieut. J. Freeman,	6th Infy.	15 May.
1st Lieut. J. E. Johnston,	4th Arty.	31 May.
1st Lieut. Edwin Rose,	3d Arty.	30 June.
Bvt. 1st Lieut. A. Herbert,	1st Arty.	30 June.
Capt. W. N. Wickliffe,	6th Infy.	31 July.

OFFICIAL.

GENERAL ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 23. } Washington, May 1, 1837.

A Board of Medical officers, to be composed of Surgeon B. F. Harney, Assistant Surgeon C. S. Tripler, and Assistant Surgeon H. L. Heiskell, will assemble at Baton Rouge, La., on the 1st of June, 1837, or as soon thereafter as practicable, and there await the instructions of the Secretary of War, to be communicated to the Surgeon General, relative to the selection and purchase of suitable positions on the Ohio and Mississippi rivers, and on the shore of Lake Erie, for the sites of certain Marine Hospitals, in conformity with an act of Congress, approved 3d March, 1837.

Should any one of the members above detailed be prevented from attending, Assistant Surgeon Cuyler will supply his place, on being notified of the fact by the President of the Board.

BY ORDER OF MAJOR GENERAL MACOMB:
ROGER JONES, *Adj't Gen.*

NAVY.

ORDERS.

April 23—Lieut. H. K. Thatcher, Rec'g ship, Boston. Mid. F. Lowry, T. W. Cummins, L. B. Avery, Naval School, New York.
Ass't Sur. A. G. Gambrill, Rec'g ship, New York. Purser J. Colston, Baltimore station.
April 29—Com'r. W. Ramsay detached from brig Porpoise.
May 1—Lieut. S. C. Gist, W. I. squadron.

VESSELS REPORTED.

Ship St. Louis, Capt. Paine, and schr. Grampus, Lt. Com'dt. McIntosh, were at St. Iago de Cuba on the 11th ult., the former bound to Trinidad, Havana, and Pensacola; and the latter to Pensacola direct.

The U. S. ship North Carolina, Com. Ballard, from Norfolk for Valparaiso, in two or three days, was at Rio Janeiro on the 21st March.

The frigate Brandywine, Capt. Deacon, was towed up to the Navy Yard, at Gosport, Va., on Monday by the steamboat Patrick Henry.

MARRIAGES.

In New Orleans, on the 13th ult., GEORGE E. CHASE, formerly of the U. S. army, to Miss ELIZABETH, only daughter of WILLIAM FLOWER.

At Newport, R. I., on the 26th ult. OLIVER H. PERRY, of the U. S. navy, to Miss ELIZABETH A. RANDOLPH, daughter of RICHARD K. RANDOLPH, Esq. of that town.

In Norfolk, on the 20th ult. Lieut. JOHN M. BERRIEN, U. S. navy, to Miss MARY A. daughter of the late Capt. GEORGE GRICE, of Philadelphia.

DEATHS.

In New Orleans, on the 14th ult., Doctor J. POULOU COULOU McMAHON, late Surgeon of the U. S. Army.

Of a pulmonary affection, on board the U. S. frigate Brandywine, on her passage home from the Pacific Ocean, AUGUSTINE W. PREVOST, Passed Midshipman in the Navy.

Mr. Prevost entered the navy in 1823, with an education and acquirements much beyond those who generally obtain appointments in this branch of the public service.

Six years afterwards he passed his examination with honor, preparatory to promotion, being placed nearly at the head of the class to which he belonged.

Ambitious of arriving at respectability and eminence in his profession, he remained at home but a short time, after an absence of several years in the Mediterranean, and hastened again to the only theatre for acquiring nautical knowledge and experience—the ocean.

His complaint was probably occasioned by the effects of the climate on the coast of Peru.

In Fairfax county, Virginia, on the 14th ult., Major JAMES SAUNDERS, aged 54 years. He was an officer of the United States Army both previous to, and during the whole of, the last war, at the termination of which he resigned his commission.